

Attorney's Docket No.:10559/514001/P12418

REMARKS

Claims 1-29 are pending in the application. Claims 1-29 stand rejected under 35 U.S.C. 102(e) and 103(a) as allegedly being unpatentable over one or more of U.S. Publication No. 2003/0038844 to Royalty ("Royalty"), U.S. Publication No. 2003/0041206 to Dickie ("Dickie"), U.S. Patent No. 6,545,862 to Gettemy et al. ("Gettemy"). In view of the remarks herein, the rejections are respectfully traversed. Reconsideration and allowance are respectfully requested.

Claims 1-29

Each of claims 1-29 stand rejected as allegedly being unpatentable over Royalty, either alone or in combination with another of the cited references. It is noted that Royalty is directed to "A method to detect application spoofing in a mixed use avionics display by indicating when a mixed use avionics display is displaying information from a non-certified source." (Please see the Abstract of Royalty).

As explained by Royalty, "The non-certified source 30 is preferably used to run the AMS applications and to provide these applications to the flight deck via the avionics display 20." (Please see page 3, paragraph 0025 of Royalty). AMS applications are Airline Modifiable Software applications, which may be used in lieu of paper manuals. (Please see page 1,

Attorney's Docket No.:10559/514001/P12418

paragraph 0003 of Royalty). By using AMS applications, the heavy paper manuals (which may weigh as much as 100 pounds or more; please see page 1, paragraph 0002) need not be carried in the aircraft.

However, "Because the non-certified source 30 may be exposed to an open connection, there is a potential for malicious interference with the information being sent from the non-certified source 30 to the avionics display 20." (Please see page 3, paragraph 0025 of Royalty). Royalty teaches that one way in which data from the non-certified source may be distinguished from flight deck data from a certified source is to display the data from the non-certified source on less than the entire display area. (Please see page 1, paragraph 0009 of Royalty).

Royalty nowhere teaches that non-certified source 30 may be a personal information device (PID). PIDs are devices that are configured to provide personal data associated with particular persons, such as email and calendar data. Royalty does teach that the non-certified source may be a portable computer (see page 3, paragraph 0025). However, since the data provided by source 30 is aviation-related data rather than personal data, the portable computer mentioned in Royalty may not be said to be a "personal information device."

Attorney's Docket No.:10559/514001/P12418

Furthermore, there is no motivation in the references to modify Royalty so that source 30 is a personal information device. As described in Royalty, avionics information systems are highly regulated, and their use is restricted so that passenger safety is not compromised. Thus, Royalty teaches away from displaying user-specific data received from a personal information device on the flight deck display. One having ordinary skill in the art would presume that this would both distract the flight crew and introduce additional opportunities for disruption of the aircraft's information systems. A person of ordinary skill in the art would certainly not be motivated to make such a modification.

The following discusses these issues within the context of the pending claims.

Claim 1

Claim 1 has been amended to clarify that the data originating with the PID is "selected personal" data. Examples of selected personal data include e-mail data, calendar data, contact data, and the like. Airline manuals, which do not pertain to specific persons, are not personal data. Note that PIDs may also provide non-personal data (e.g., calendar data generally includes data corresponding to standard holidays as well as personal data corresponding to person-specific appointments).

Attorney's Docket No.:10559/514001/P12418

Since Royalty does not teach or suggest this feature, claim 1 is patentable over Royalty. Additionally, for at least the reasons stated above, there is no motivation to modify Royalty to include this feature.

Claims 2-5

Claims 2-5 depend from claim 1, and are therefore patentable for at least the same reasons as stated above with respect to claim 1.

Claim 3

Claim 3 is patentable for at least the additional reason that there is no motivation to modify Royalty with the teachings of Dickie, as suggested in the office action.

As noted above, a person of ordinary skill in the art would not be motivated to modify Royalty to include a mode in which selected personal data is displayed. Displaying personal data on the aircraft's flight deck display would provide both a distraction for the flight crew and another avenue through which the aircraft's data processing system could be disrupted.

Additionally, a person of ordinary skill in the art would not be motivated to modify Royalty to include "operating in the first mode in response to a power-on event," as recited in claim 3.

The office action alleges on page 6 that "One would have been motivated to make such a combination in order to save

Attorney's Docket No.: 10559/514001/P12418

user's time by automatically displaying information from a default source upon turning on the computing device; this further allows users to access, view and manipulate information easier and faster."

However, the suggested modification would not provide the purported benefit. Royalty teaches that the first mode (as identified in the office action) is invoked when a non-certified source is sending data to the display. If the first mode were invoked upon power up (whether or not a non-certified source is sending data to the display), and a non-certified source was sending data to the display on power up, there would be no change to the outcome. If a non-certified source were not sending data to the display upon power up, it is unclear what would be displayed in less than the display area. Certified data would not be so displayed, since that could indicate to the flight crew that the displayed (certified) data was spoofed data. The modification would certainly not provide an appreciable time or efficiency benefit. Thus, there is no motivation to make such a modification.

Although the office action does not suggest the reverse combination (modifying Dickie with the teachings of Royalty), it is noted that there is no motivation in the references to make such a combination. Royalty teaches that data from the non-certified source is displayed in less than the available display

Attorney's Docket No.: 10559/514001/P12418

area so that the flight crew will not be fooled by spoofed data. None of the cited references teach or suggest that the system of Dickie, which is directed to a portable computer with an integrated docking cradle for a personal data assistant (PDA), has the problem of application spoofing in the portable computer during connection with the PDA. Since the references do not provide any motivation for modifying Dickie to include the features of Royalty, such a modification is thus not obvious.

Claim 6-29

Independent claims 6, 16, and 20 include features similar to those discussed above with respect to claim 1, and are therefore patentable for at least similar reasons. Claims 7-15, 17-19, and 21-29 depend from claims 6, 16, and 20, respectively, and are thus patentable for at least the same reasons.

CONCLUSION

It is believed that all of the pending claims have been addressed in this paper. However, failure to address a specific rejection, issue, or comment, does not signify agreement with or concession of that rejection, issue or comment. In addition, because the arguments made above are not intended to be exhaustive, there may be reasons for patentability of any or all pending claims (or other claims) that have not been expressed. Finally, nothing in this paper should be construed as an intent

Attorney's Docket No.:10559/514001/P12418

to concede any issue with regard to any claim, except as specifically stated in this paper, and the amendment of any claim does not necessarily signify concession of unpatentability of the claim prior to its amendment.

Claims 1-29 are in condition for allowance, and a notice to that effect is respectfully solicited. If the Examiner has any questions regarding this response, the Examiner is invited to telephone the undersigned at (858) 678-4311.

No fees are believed due at this time. Please apply any other charges or credits to Deposit Account No. 06-1050.

Respectfully submitted,

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